

IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY) CONTINUOUS (24 HOUR) 2 LANE CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR WESTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE	
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE		
MID-1 AM	493	0.0	1500	493	0	0.43	0	70.2	63.8	46.9	
1-2 AM	373	0.0	1500	373	0	0.42	0	70.2	64.1	47.5	
2-3 AM	336	0.0	1500	336	0	0.41	0	70.2	64.1	47.6	
3-4 AM	373	0.0	1500	373	0	0.42	0	70.2	64.1	47.5	
4-5 AM	547	0.0	1500	547	0	0.44	0	70.2	63.8	46.7	
5-6 AM	1063	0.0	1499	1063	0	0.55	0	70.2	62.3	43.0	
6-7 AM	1680	0.0	1499	1680	0	3.05	63	69.9	41.2	32.5	
7-8 AM	1899	0.0	1500	1694	205	13.52+	338	69.7	17.1	32.5	
8-9 AM	1768	0.0	1500	1500	268	16.29+	400	69.9	14.8	32.5	
9-10 AM	1889	0.0	1500	1500	389	16.28+	400	69.7	14.8	32.5	
10-11 AM	2028	0.0	1500	1500	528	16.27+	400	69.5	14.8	32.5	
11AM-NOON	2040	0.0	1500	1500	540	16.26+	400	69.5	14.8	32.5	
NOON-1PM	2025	0.0	1500	1500	525	16.27+	400	69.5	14.8	32.5	
1-2 PM	2071	0.0	1500	1500	571	16.26+	400	69.5	14.8	32.5	
2-3 PM	2382	0.0	1500	1500	882	16.24+	400	69.1	14.8	32.5	
3-4 PM	2868	0.0	1500	1500	1368	16.20+	400	68.5	14.8	32.5	
4-5 PM	3174	0.0	1500	1500	1674	16.17+	400	68.1	14.8	32.5	
5-6 PM	3155	0.0	1500	1500	1655	16.17+	400	68.1	14.8	32.5	
6-7 PM	2477	0.0	1500	1500	977	16.23+	400	68.9	14.8	32.5	
7-8 PM	1674	0.0	1500	1517	157	15.96+	391	70.0	15.0	32.5	
8-9 PM	1362	0.0	1499	1362	0	13.79	337	70.2	16.8	32.5	
9-10 PM	1187	0.0	1499	1187	0	4.01	116	70.2	36.6	37.2	
10-11 PM	892	0.0	1500	892	0	0.48	0	70.2	63.2	45.2	
11PM-MID	732	0.0	1500	732	0	0.46	0	70.2	63.5	45.9	

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0312
MAIN ROUTE WITH WORKS	0.0214
'DIVERSION'	0.0183
PIA: Personal Injury Accidents	
IMPACTS ON ROAD USERS	
ROAD USER COSTS PER DAY	\$109,861
CONGESTED HOURS PER DAY*	13

*Delays Exceeding User-Specified Maximum

**IH 94: STH 50 TO STATE LINE (KENOSHA COUNTY)
CONTINUOUS (24 HOUR) 2 LANE CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

OCTOBER

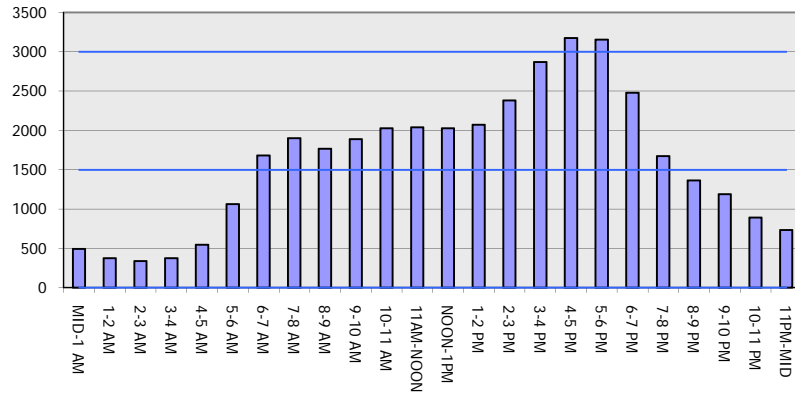
Analyzed for 2009
Construction Season

GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

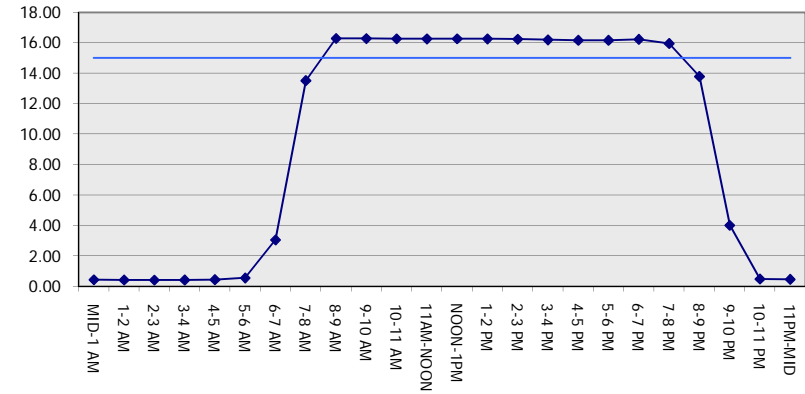
MON-THUR

WESTBOUND DIRECTION

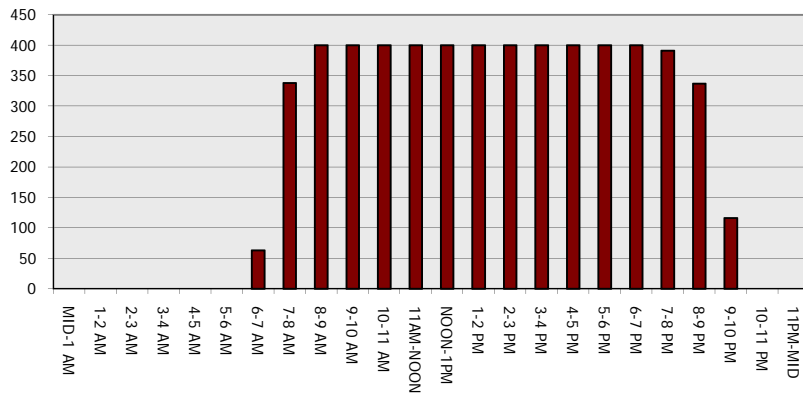
Main Route - Traffic Demand (Vehicles Per Hour)



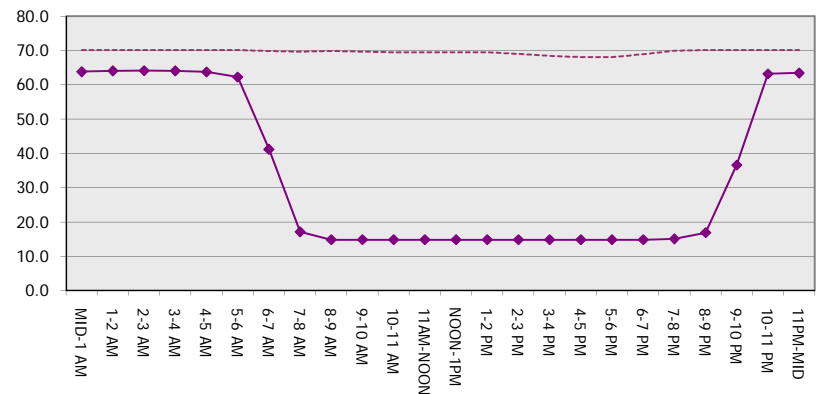
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR EASTBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH		
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	418	0.0	1500	418	0	0.42	0	70.2	64.0	47.3
1-2 AM	357	0.0	1500	357	0	0.41	0	70.2	64.1	47.6
2-3 AM	351	0.0	1500	351	0	0.41	0	70.2	64.1	47.6
3-4 AM	450	0.0	1500	450	0	0.43	0	70.2	64.0	47.1
4-5 AM	938	0.0	1499	938	0	0.51	0	70.2	62.8	44.3
5-6 AM	2203	0.0	1499	1913	290	8.77+	245	69.3	23.2	32.5
6-7 AM	2732	0.0	1500	1500	1232	16.21+	400	68.6	14.8	32.5
7-8 AM	2637	0.0	1500	1500	1137	16.22+	400	68.7	14.8	32.5
8-9 AM	2265	0.0	1500	1500	765	16.25+	400	69.2	14.8	32.5
9-10 AM	2135	0.0	1500	1500	635	16.26+	400	69.4	14.8	32.5
10-11 AM	2012	0.0	1500	1500	512	16.27+	400	69.6	14.8	32.5
11AM-NOON	2010	0.0	1500	1500	510	16.27+	400	69.6	14.8	32.5
NOON-1PM	2127	0.0	1500	1500	627	16.26+	400	69.4	14.8	32.5
1-2 PM	2199	0.0	1500	1500	699	16.25+	400	69.3	14.8	32.5
2-3 PM	2270	0.0	1500	1500	770	16.25+	400	69.2	14.8	32.5
3-4 PM	2250	0.0	1500	1500	750	16.25+	400	69.2	14.8	32.5
4-5 PM	2117	0.0	1500	1500	617	16.26+	400	69.4	14.8	32.5
5-6 PM	2136	0.0	1500	1500	636	16.26+	400	69.4	14.8	32.5
6-7 PM	1870	0.0	1500	1500	370	16.28+	400	69.7	14.8	32.5
7-8 PM	1496	0.0	1499	1449	47	15.95+	390	70.2	15.1	32.5
8-9 PM	1208	0.0	1499	1208	0	8.92	229	70.2	23.0	34.2
9-10 PM	1073	0.0	1500	1073	0	0.72	6	70.2	60.3	43.9
10-11 PM	781	0.0	1500	781	0	0.47	0	70.2	63.4	45.7
11PM-MID	572	0.0	1500	572	0	0.44	0	70.2	63.7	46.6

+ INDICATES QUEUEING EXCEEDS USER-SPECIFIED MAXIMUM LIMIT

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0313
MAIN ROUTE WITH WORKS	0.0216
'DIVERSION'	0.0180

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$114,342
CONGESTED HOURS PER DAY*	15

*Delays Exceeding User-Specified Maximum

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MON-THUR EASTBOUND DIRECTION

